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INFORMATION REPORT

CD NO.

COUNTRY China

DATE DISTR. 1 MAR 50

SUBJECT Travel Controls from Shanghai to Taiwan

NO. OF PAGES 2

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PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

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- In July the Chinese manager of the Shanghai branch of the China Petroleum Company, LIU Hsien-ling (劉先凌), informed the Chinese woman that she could escape from Shanghai in one of the small boats belonging to his firm. He assured her the actual fare was low but that she would have to pay considerable squeeze to pass the Nationalists outside the Woosung area. The trip never materialized, and LIU continued to explain that the boat had probably been seized by the Nationalist navy.
- In late August a Chinese, LING, whom she met through friends, informed her that passage could be obtained on a junk leaving Shanghai 6 September. The trip was delayed until 12 September, when the passengers were notified to be ready to travel, and to bring only a small bamboo case as luggage. In the late afternoon, the Chinese woman took a pedicab to Hongkew, then a bus to Woosung. She was met on the bus by a Chinese woman who took her to a house in Woosung. Both were dressed as country women and had no difficulty leaving the city. The twelve passengers for the vessel waited in the house until nine at night, then were taken on sampans to a medium-sized junk in the river.
- The junk weighed anchor about 3 a.m. on 13 September and proceeded without incidents, although gunfire was heard during the night. The junk arrived at Shenchiamen (122-18, 29-58) on 16 September, where it remained until 22 October. The delay was caused because the shipping people did not pay sufficient squeeze to the Nationalist 87 Army. The soldiers complained bitterly about their pay of one silver dollar a month and were reluctant to fight for so little. Although officers never asked for money directly, they expected to be entertained, and the Chinese women spent U.S. \$200 on daily teas and dinners for Nationalist officers.
- After the 87 Army was transferred to an adjacent island on 20 October, the vessels at Shenchiamen were able to depart for Keelung, Taiwan. The Chinese woman sailed on 22 October on a small steamer which, after being forced ashore near Wenchou on 23 October by a typhoon, arrived at Keelung

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Document No. 003
No Change In Class. ☒
☐ Declassified
Class. Changed To: TS S C
Auth: HM 70-2
By: 018

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on 26 October. In Keelung all the passengers were placed under arrest by the Customs police and were confined on a large ship anchored in the harbor. They were informed that they could land on Taiwan only with a proper entry permit, which cost U.S.\$400. After ten days, all those who could not pay this sum were deported either to Hainan Island or to Canton as laborers. Both men and women were shipped in this manner, and the ruling on entry permits was rigidly enforced.

6. The Chinese complained constantly about the squeeze collected by the Nationalists and mentioned that there were not hampered by Communist travel regulations. Nationalists not only collected for entry permits but were stopping small junks to confiscate baggage, money and jewelry from the passengers. Among the travelers from Shenchiamen to Keelung were several Nationalist sailors, who were severely reprimanded and discharged from the service by the navy office in Keelung.
7. In September 1949 it was possible to leave Shanghai by train to Tientsin or Canton. Regular trains to Tientsin had fares of 40,000 to 50,000 Jen Min Piao. From Shanghai to Canton by train was a two-week trip and required a document stating that the traveler had a family or relatives in Kwangtung Province.

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